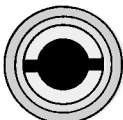


Safe Slave Starting

Combine weak batteries with temperatures below freezing and you get vehicles that won't start without help.

That help often comes from slave cables. Using the cables correctly will keep you safe and your vehicles on the job. So heed these precautions:

- © Read the slave-starting steps in your vehicle's operating instructions.
- © Never stand between vehicles being slaved and never position them nose-to-nose.
- © Have your mechanic make sure the electrolyte in all battery cells is above the plates and **is not frozen**. Never slave frozen batteries. They can explode.

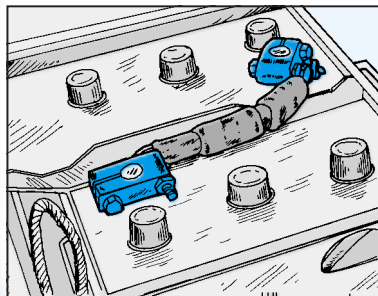


Electrolyte level low

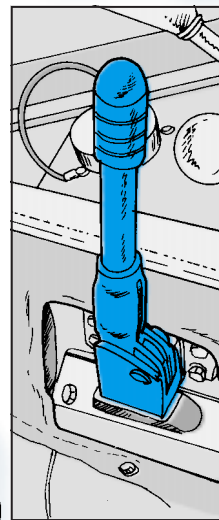


Electrolyte level OK

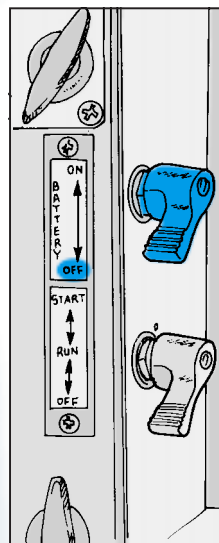
- © Make sure all cables and terminals on the dead vehicle's batteries are tight and free of corrosion.

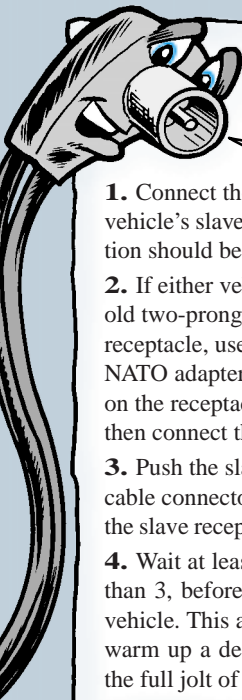


- © Set the parking brakes on both vehicles. Shift both transmissions to neutral. Keep the live vehicle's engine running at a fast idle.



- © Make sure the dead vehicle's battery switch is OFF to prevent arcing when you connect the slave cable.





THEN
DO THESE
THINGS IN THIS
ORDER!

1. Connect the slave cable to the dead vehicle's slave receptacle. The connection should be tight.
2. If either vehicle has the old two-prong slave receptacle, use the NATO adapter. Put it on the receptacle and then connect the cable.
3. Push the slave cable connector into the slave receptacle on the live vehicle.
4. Wait at least 1 minute, but no more than 3, before trying to start the dead vehicle. This allows a trickle charge to warm up a dead battery before it gets the full jolt of slaving.



Slave adapter

5. Try to start the dead vehicle. Step on the clutch if the vehicle has one, to reduce engine drag.

Remember that you never run the starter for more than 30 seconds at a time. Let the starter cool off for 2 or 3 minutes between tries or you'll burn it up. If the vehicle won't start in three tries, give up. It has a bigger problem that your mechanic will have to solve.

6. Keep the slave cable connected until the vehicle starts. Never unhook a slave cable while the starter is engaged, or you'll get arcing and burned-out cables and receptacles.

Once the slaved vehicle is started, pull the cable off that vehicle and then remove it from the other one. Let the engine run in the slaved vehicle at fast idle (1,000–1,200 rpm) for at least 20 minutes, or drive the vehicle about 5 miles to recharge the batteries.

PS END

HMMWV Contact Maintenance Truck...

LISTEN
UP,
DRIVERS!

It Can't Tow Anything!

You are not authorized to tow anything—trailers, HMMWVs, or any other vehicle—with your CMT-H.

The last WARNING at the front of TM 9-4940-563-13&P says that the CMT-H cannot be employed to tow either a trailer or another HMMWV.

The center of balance of the CMT-H is too close to the rear axle to allow any towing. A towed load moves too much weight off the front end, causing loss of steering control, especially on wet roads or off-road.

Leave the towing of trailers loaded with parts or equipment to larger trucks, or at least to another HMMWV that is not loaded down with the contact maintenance shelter and tools.